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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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25 YEAR RE-REVIEW

USAF review completed.

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CONFIDENTIAL**REPORT**

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COUNTRY Rumania**DATE DISTR.** 28 Oct 1955**SUBJECT** POL Storage and Utilization**NO. OF PAGES** 2**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

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1. [REDACTED] Escadrila 347 Hidroaviatie at Palazul Mare (N 44-14, E 28-36), had a reservoir of aviation gasoline amounting to 5,000-liter capacity as well as approximately 100 barrels of 200 and 400-liter capacity. The necessary fuel, oil, and lubricants were received by the squadron's service company (Batalionul de Deservire Aerodroame - BDA) at the request of the squadron's technical engineer after approval by Rumanian Air Force Headquarters (Commandamentul Fortelor Aerienne Militare - CFAM) in Budapest. 25X1
2. The quantity of gasoline consumed by the squadron was, naturally, dependent on the number of flying missions. Three days each week were scheduled for flying, i.e., Tuesday, Thursday, and Friday. This schedule was maintained mostly between March and September each year; during inclement weather, flights were made on days other than Tuesday, Thursday, and Friday. There were 12 pilots [REDACTED] and each pilot flew approximately two or three hours each week; thus, the squadron's average flying time each week was about 36 hours. 25X1
3. During the winter months, less flying was done except for emergency or alert duty. CFAM, in accordance with a decision by the Ministry of National Defense, approved 200 lit. of gasoline for each flying hour; thus, an average of 7,200 lit. of gasoline was used weekly during the flights scheduled above. However, this figure is only approximate because flight schedules were dependent directly on the weather as well as on any changes made by the CFAM.
4. [REDACTED] gasoline was entirely of Rumanian origin and [REDACTED] it was obtained from refineries at Ploesti. Further, [REDACTED] the refineries in Constanta belonged to Sovrom Petrol and that most of the petroleum products were sent by government order 25X1

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to the USSR or elsewhere as reparations. The gasoline used [redacted] was delivered by train and [redacted] if it had come from Constanta's refineries it would have been delivered by gasoline trucks.

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5. The color of the gasoline was red (benzina rosie) and it was 90 octane. For PO-2 and IAR-39 aircraft, white gasoline (benzina alba) of 72 or 76 octane was used. [redacted] for PO-2s, a mixture of 72 and 90 octane gasoline could be used; however, [redacted] never saw such a mixture being utilized. "Petrol" was utilized as fuel for MIG-15s.¹

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1. [redacted] Comment: In Rumanian, the difference between "benzina" and "petrol" is as follows: "Benzina" is refined "petrol" and is a purer quality fuel utilized on reciprocating-type aircraft. "Petrol" is low-grade gasoline which is utilized by jet aircraft.

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